

Mutinous attitude of crews on American flag ships is rapidly spreading to high seas. Master of vessel recently arrived reports flagrant disregard of lawful orders at sea when crew members refuse to participate in regular lifeboat drills. The incident has been entered into the Official Log left with the Shipping Commission at Seattle. In his report the master says:—

The seamen and quartermaster refused to man the boat when so ordered, and when asked to volunteer. Each gave as his reason either that in his opinion *it was unnecessary* or because it wasn't safety first. This refusal continued even after he had warned them individually that they would be punished to the full extent of the law.

It is unnecessary to elaborate on the reaction to such a development, and past experience has taught us how far-reaching on the Pacific coast is the influence of conditions to the south of Vancouver where maritime and waterfront activities are concerned.

(5) The percentage of breakdown in health amongst Canadian crews on account of climatic conditions during the hot season in the Orient—May to October inclusive—would be considerable. The conditions are trying even for officers and others who are entitled to their own cabins. Stokehold temperatures during the summer are frequently as high as 102 degrees Fah. The advantage of having crews fully acclimatized to weather conditions is an asset which contributes materially to the work and service of the ship. This fact is recognized by nearly all lines trading to the Orient, and even fleet auxiliary vessels tending the Royal Navy on the China Station, chartered transports, and river gunboats use Asiatic crews in whole or in part.

Then I would like to quote from a report that came from the *Niagara* when she left Sydney last year during the strike down there short of crew and had to get some crew at Vancouver. These men, I believe, were furnished by Mr. O'Donovan. Here is the excerpt from the chief steward's letter from the *Niagara* to the general manager, Mr. C. A. Line, Vancouver, under date November 15, 1935:—

Regarding the cooks and baker that were signed on at yours I am sorry to say that all these men are of a very poor standard. LeBlanc who signed on as extra chef has been a great disappointment and I regret to say that his credentials are not fitting for the quality of work he does.

Then an excerpt from commander's report from the *Niagara* to the general manager, Mr. C. A. Line, Vancouver, under date of December 2, 1935:—

I regret to say that the cooks engaged at Vancouver were very unsatisfactory, especially the one we signed on as extra chef. I think he must have forged his references. The stewards were also a very poor lot and I am afraid that Vancouver could never man this ship unless a better class of men could be obtained.

*By the Chairman:*

Q. That is on the *Niagara*?—A. Yes.

*By Mr. Isnor:*

Q. While the strike was on at San Francisco?—A. The strike was on at the coast and arising out of that strike she had to leave Australia short of crew.

[Captain Edmund Aikman.]